DOCUMENT FILE

NOTE

SEE 890g.00/192 FOR #193

FROM Iraq (Sloan) DATED April 21, 1932

TO NAME 1-1127 O.F.C.

REGARDING: Suspension of service between Baghdad and Teheran by the Junkers airplane service, due to the direct result of the liquidation of this German Company.

las

890g.00/192

890g.796/91

JUNKERS SUSPENDS SERVICE BETWEEN BAGHDAD AND TEHERAN.

During March Junkers suspended their airplane service between Teheran and Baghdad. It is understood that this action is the direct result of the liquidation of this German company. However some months ago the aerodrome manager at Baghdad informed me that the company had never been able to clear expenses in any month since the initiation of this service.

890g.7961

62344

LEGATION OF THE
UNITED STATES OF AMERICA

Teheran, February 15, 1933.

No. 1353.

Subject: Lufthansa Agrees to Operate New Baghdad-Teheran Air Service.

TREATY DIVISION
MAR 25 1933
DEPARTMENT OF STATE

DEPARTMENT OF STATE
APR 3 1933
DIVISION OF
WESTERN EUROPEAN AFFAIRS

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DEPT. OF STATE
MAR 22 35
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DEPARTMENT OF STATE
APR 20 1933
ASSISTANT SECRETARY OF STATE

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APR 6 - 1933

DEPARTMENT OF
NSV
MAR 23 1933
DIVISION OF
NEAR EASTERN AFFAIRS

891.796/3

891.79691

The Honorable

The Secretary of State,

Washington.

Sir:

891.796/28

Just one year ago, I have the honor to recall, Junkers ceased operation of its then five-year old admirable internal Persian air service. The reason therefor--inability to conclude satisfactory terms for renewed concessionary rights--was discussed in my despatch No. 1102 of April 1, 1932, and earlier despatches on the subject. Since then Teheran has been periodically regaled with rumor that a new agreement had been reached with one or another of several interested foreign companies.

Now, finally, I have definite confirmation of the truth of one--the most persistent--of these rumors.

FILED
APR 10 1933

From

From German Counselor Meyer I learn that the German Lufthansa Company has reached an agreement with the Persian Government and been invited by the Prime Minister to inaugurate a new weekly Baghdad-Teheran mail, passenger and freight service immediately and on the terms proposed by the company in writing.

"But", Meyer said, "the Prime Minister having, for the time being and for reasons which the company is unable to understand, declined to put that invitation into writing, the company is doing nothing."

From Mr. Meyer's further comment I take it that Lufthansa, if it is able satisfactorily to implement this new agreement by at least an exchange of letters, will at first make use only of the three newest of the seven airplanes held here by Junkers during the last year; that, as only the comparatively profitable Baghdad-Teheran service is to be operated, the terms offered are considerably better than those proposed by Junkers for the operation of the three lines from Teheran respectively to Baghdad, Baku and Bushire; and that the agreement accords Lufthansa the added right to operate specially chartered planes between any points within Persian territory.

The last winter has not been so rigorous as was that of 1931-32, but passengers and mail have frequently been delayed by snow-blocked passes: e.g., the last British courier from Baghdad was delayed seven days en route, and Colonel De Zan, referred to in a current despatch, required 16 days of hard driving, with frequent wielding of many snow shovels, to obey the Shah's order to repair himself immediately to Teheran from Mohammerah. Motor trucks by

the

the score, the latter said, blocked perhaps for days or weeks to come, were passed at frequent intervals along the road.

Thus Meyer's news has been welcomed by all. At least, we hope, by the winter of 1933-34 Teheran will again have a sure and rapid means of communication with the outer world.

Respectfully yours,

Charles C. Hart.

Copy to E.I.C., Paris.

File No. 879.6

GW/FE

DOCUMENT FILE

NOTE

890g.796 / 69

SEE 890g.796 Airwork Limited/1 FOR #54

FROM Iraq (Knabenshue) DATED Mar.8, 1933

TO NAME 1—1127

REGARDING:

Contemplated establishment of aerial service between Iraq and Persia by Airwork Limited of Iraq.

W1

DOCUMENT FILE

NOTE

SEE 890g.796/8 FOR #73

FROM Iraq (Knabenshue) DATED April 7,1933

TO NAME

1—1127 ...

REGARDING: Iraq-Persian Air communications.
If the Deutsche Lufthansa Airways secures a permit to operate a regular mail and passenger service between Baghdad and Teheran, it will attempt to continue this service to Kabul, Afghanistan, India, Tibet and China. Hans Rishell is now in Teheran negotiating.

lec

890g.796/5

LEGATION OF THE
UNITED STATES OF AMERICA

Teheran, May 4, 1933.

No. 1425.

Subject: Lufthansa Negotiations for Teheran-Baghdad Air Service Fail.

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JUN 5 - 1933

DEPARTMENT OF STATE
HSV
JUN 1 1933
DIVISION OF
NEAR EASTERN AFFAIRS

ASSISTANT SECRETARY OF STATE
DEPARTMENT OF STATE
JUN 3 1933

890g.79691
Note
891.796

890g.79691/6

The Honorable

The Secretary of State,

Washington.

Sir:

In my despatch No. 1353 of February 15, last, I reported that agreement in principle had been reached between the German Lufthansa Company and the Persian Government whereby the former would operate a weekly mail, passenger and freight air service between Teheran and Baghdad. Negotiations had reached the point where, while no agreement had been signed, the Prime Minister had invited the Company to begin the projected service.

Now, I regret to report the definitive departure from Teheran of Mr. Kurt H. Weil, chief negotiator for Lufthansa. The negotiations, I am told, finally broke down on the rocks of Persian hesitancy to conclude a

binding

FILED
JUN 8 - 1933

binding agreement for a period of time which would have made the project financially attractive to Lufthansa.

Weil's departure was the occasion for a voluntary expression of regret which I believe to be unique in the recent annals of Persian journalism. It was the MESSAGER DE TEHERAN that spoke. In its issue of April 21, the editor said:

> We learn of the early definitive departure for Germany of Mr. Kurt H. Weil. He is known to our readers as having directed during five years, with as much energy as devotion and ability, the Junkers air service in Persia. His departure causes sincere regret in all Persian and foreign circles.
>
> It is just to recall on this occasion that the air service operated with entire success under the management of this able engineer, having transported in all more than 20,000 passengers with 100 per cent security.
>
> This excellent administrator and great friend of Persia himself leaves with regret following the recent abandonment of negotiations for the reorganization of a new air service in Persia by the German Lufthansa.

Counselor Meyer of the German Legation when commenting on Weil's departure said: "We, too, are sorry. I doubt if he will ever return. And as for the negotiations, they are now definitely off. Should the Persians wish to reopen them again, we would, of course, be glad to talk; but I don't expect them to do so. I really don't know why Weil failed; for, surely, his proposals were more reasonable than can be obtained elsewhere. Perhaps the Persians have decided they don't want an air service; that it is a bit too modern, or too dangerous to the country's military security. It almost looks that way."

Personally

Personally, I tend to believe, without knowing all the facts in the case, that the answer may be found in the last year's National Bank scandals and the resulting apparent hesitancy in Persian official circles to enter into further dealings with German interests.

Respectfully yours,

Charles C. Hart.

Copy to E.I.C., Paris.

File No. 879.6

GW/PE

DOCUMENT FILE

NOTE

SEE 891.796/46 FOR #489

FROM Iran (Hornibrook) DATED June 29, 1935

TO NAME 1—1127

REGARDING:

Establishment of air transport line in Iran.

Report on proposed - which will connect with Turkey and Iraq.

891.796/7

W1

DOCUMENT FILE

NOTE

SEE 891.796/48 FOR #930

FROM Iran (Merriam) DATED Nov.2, 1936

TO

NAME

1—1127

REGARDING: Air service between Baghdad and Teheran.

Failure of Iraq and Iran to agree on plans for -.

891.796/48

W1

DOCUMENT FILE

NOTE

890g.7

SEE 890g.796/24 FOR #764

FROM Iraq (Knabenshue) DATED Mar.8, 1937

NAME

TO

1—1127 ers

REGARDING: Air service between Baghdad, Iraq, and Teheran, Iran.

Proposed establishment of - by the Iranian Air Force.

6/16/96

W1

890g.79691

DOCUMENT FILE

NOTE

SEE 891.796/52 FOR Tel.25, 11 a.m.

FROM Iran (Engert) DATED Mar.15, 1938
TO NAME

1—1127 GPO

REGARDING: Extension of weekly air mail service from Iran to Iraq.

Informs of -.

890G.79691/10

W1

JR

GRAY

Teheran

Dated March 15, 1938

Rec'd 9:20 a.m.

Secretary of State,

Washington.

25, March 15, 11 a.m.

Legation's despatch No. 1206, January 8.

Beginning today weekly air mail service has been extended to Baghdad.

ENGERT

891.796/51

SMS:HPD

10653

LEGATION OF THE

UNITED STATES OF AMERICA

RECEIVED
DEPARTMENT OF STATE

Baghdad, April 9, 1938

1938 MAY 14 AM 11 48

No. 1001

DIVISION OF
FOREIGN PUBLICATIONS
AND RECORDS

Subject: Iranian State Airlines Establishes a Service Between Teheran and Baghdad.

DEPARTMENT OF STATE
A-M/C
RECORDING DESK
FILE - 23 B
MAY 23 1938
ASSISTANT SECRETARY OF STATE

DIVISION OF
INTERNATIONAL CONFERENCES
JUN 16 1938
DEPARTMENT OF STATE

DEPARTMENT OF STATE
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MAY 16 1938

TREATY DIVISION
JUN 24 1938
DEPARTMENT OF STATE

FOR DISTRIBUTION - [illegible]

To the Navy
To U. S. Maritime Commission
Cy to Signal Corps

The Honorable

The Secretary of State,

Washington, D. C.

MAY 24 1938

8909.79691

Sir:

I have the honor to report that, following experimental research over a period of years, an air service between Teheran and Baghdad has been established by the Iranian Government. Named "The Iranian State Airlines", the service intends to operate one plane a week in each direction between Teheran and Baghdad, carrying mail and passengers.

The first flight took place on March 15, 1938, and from April 14th, the schedule will call for arrival in Baghdad on Thursdays and the return departure

FILED
JUN 28 1938

on

8909.79691/11

on Friday morning. It is expected that the trip will normally be accomplished in five hours, thus reducing travel time between the two points by two and one-half days as compared with present overland schedules. It may be noted that the machines operated by this air service are twin-engined DeHavilland Rapids, which carry an Iranian crew of three and accommodate five passengers.

As indicated above, this service has been contemplated for a number of years, but difficulties were encountered, partly technical and partly due to the status of the relations between Iraq and Iran. It is believed that the recent ratification of the Iraq-Iran Frontier Treaty and other treaties, which notably increased the cordiality of those relations, have been responsible to a large extent for the opening of this service.

Respectfully yours,

P. Knabenshue

File no. 879.6

WB/wjp

DIVISION OF
EUROPEAN AFFAIRS
OCT 26 1939
DEPARTMENT OF STATE

TELEGRAM RECEIVED

JI
This telegram must be closely paraphrased before being communicated to any one. (br)

FROM Tehran

Dated October 18, 1939

Rec'd 8:30 p.m. 19th

Paraphrase to WAR
DIVISION OF
INTERNATIONAL COMMUNICATIONS
OCT 19 1939
DEPARTMENT OF STATE
DEPARTMENT OF STATE
1939
DIVISION OF
NEAR EASTERN AFFAIRS

Secretary of State

Washington

122, October 18, 9 a.m.

CONFIDENTIAL

I am reliably informed that an Italian Colonel arrived in Tehran a few days ago to negotiate with the Iranian Government regarding extension of Alalittoria air service from Baghdad to Tehran and also via Bushire and Jask to India.

Dutch K L M is likewise seeking authorization to establish service between Baghdad and Tehran.

862.7962/4

Lufthansa service see my despatch no. 1617 June 26 has of course been suspended since September 1.

ENGERT

HTM:WWC

862.7962/4

Note
845.79691

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OCT 27 1939

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Paraphrase of telegram from Tehran, October 18, 1939, to the Secretary of State, Washington, D. C., Confidential.

According to information from dependable sources, an Italian Army officer came to Tehran to discuss with the authorities of Iran the matter of operating Ala Littoria between Baghdad and Tehran and likewise through Bushire and Jask to India.

The Dutch K.L.M. also is endeavoring to obtain permission to operate from Baghdad to Tehran.

The operation of Lufthansa, of course, was discontinued on September 1.

DEPARTMENT OF STATE
OCT 25 1939
DIVISION OF
NEAR EASTERN AFFAIRS

IN:ALL:BM

October 25 1939

In reply refer to
IN 8906.79691/12

8906.79691/12

The Secretary of State presents his compliments to the Honorable the Secretary of War and encloses for his information and for the records of the War Department, a copy of the paraphrase of a telegram dated October 18, 1939, regarding air transport operations in Iran.

Enclosure:

Paraphrase of telegram from Tehran, October 18, 1939.

IN:ALL:BM
10/24/39

GE
OCT 2[illegible] 1939 PM

A true copy of the signed original

October 25 1939

In reply refer to
IN 8900.79691/12

The Secretary of State presents his compliments to the Acting Secretary of the Navy and encloses for his information and for the records of the Navy Department, a copy of the paraphrase of a telegram dated October 18, 1939, regarding air transport operations in Iran.

8900.79691/12

Enclosure:

Paraphrase of telegram from Tehran, October 18, 1939.

IN:ALL:BM
10/24/39

OCT 27 1939 PM

A true copy of the signed original

October 25 1939

In reply refer to
IN 8900.79691/12

8900.79691/12

The Secretary of State presents his compliments to the Chairman of the Civil Aeronautics Authority and encloses for his information and for the records of the Civil Aeronautics Authority a copy of the paraphrase of a telegram dated October 18, 1939, regarding air transport operations in Iran.

Enclosure:

Paraphrase of telegram from Tehran, October 18, 1939.

IN:ALL:BM
10/24/39

OR
OCT 27 1939 PM

A true copy of the signed original.

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1939 NOV 2 AM 11 57
DIVISION OF
INTERNATIONAL COMMUNICATIONS

CIVIL AERONAUTICS AUTHORITY

WASHINGTON

November 1, 1939

DIVISION OF
INTERNATIONAL COMMUNICATIONS
NOV 2 1939
DEPARTMENT OF STATE

The Honorable
The Secretary of State
Washington, D. C.

My dear Mr. Secretary:

Your communication of October 25, 1939, reference IN 8900.79-691/12, forwarding for the information and records of the Civil Aeronautics Authority a copy of the paraphrase of a telegram dated October 18, 1939 regarding air transportation operations in Iran, is acknowledged with thanks.

We appreciate your courtesy in furnishing this information for our records.

Sincerely yours,

Robert H. Hinckley

Robert H. Hinckley,
Chairman.

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NM 8900.79691/13

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FILED IN CONFIDENTIAL FILES

8906.79691/14

PS/BGG

U. S. GOVERNMENT PRINTING OFFICE 16—81131-1

Central File: Decimal File 890G.79691, Internal Affairs Of States, Other Means Of Communication And Transportation. Carrier Pigeons., Aerial Navigation. Immunities Of Government-Controlled. Subsidies., Communication Between Iraq And Iran., April 21, 1932 - November 1, 1939. April 21, 1932 - November 1, 1939. MS Iraq: Records of the U.S. Department of State, 1888-1944: Records of the Department of State Relating to Internal Affairs of Iraq, 1930-1944. National Archives (United States). Archives Unbound, link.gale.com/apps/doc/SC5111806682/GDSC?u=cale23906&sid=GDSC&xid=e9c7ff0e&pg=4. Accessed 28 Apr. 2021.